

The
Management
University
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UNDERGRADUATE UNIVERSITY EXAMINATIONS

SCHOOL OF MANAGEMENT AND LEADERSHIP

DEGREE OF BACHELOR OF ARTS IN DEVELOPMENT STUDIES

BDS 319: DEVELOPMENT PLANNING

DATE: 5TH APRIL 2017

DURATION: 2 HOURS

MAXIMUM MARKS: 70

INSTRUCTIONS:

1. Write your registration number on the answer booklet.
2. **DO NOT** write on this question paper.
3. This paper contains **SIX (6)** questions.
4. Question **ONE** is compulsory.
5. Answer any other **THREE** questions.
6. Question **ONE** carries **25 MARKS** and the rest carry **15 MARKS** each.
7. Write all your answers in the Examination answer booklet provided

QUESTION ONE

Read the Case Study below carefully and answer the questions that follow:

CURITIBA, BRAZIL THREE DECADES OF THOUGHTFUL CITY PLANNING

The city of Curitiba provides the world with a model in how to integrate sustainable transport considerations into business development, road infrastructure development, and local community development. Curitiba first outlined its Master Plan in 1965, with the main goals of limiting central area growth and encouraging commercial and service sector growth along two structural north-south transport arteries, radiating out from the city center. The Master Plan also aimed to provide economic support for urban development through the establishment of industrial zones and to encourage local community self-sufficiency by providing all city districts with adequate education, health care, recreation, and park areas.

The plan called for the integration of traffic management, transportation, and land-use planning to achieve its goals, and maintained flexibility in its regulations to allow for different future development scenarios.

The Master Plan established the guiding principle that mobility and land use can not be disassociated with each other if the city's future design is to succeed. In order to fulfill the goals of the Master Plan in providing access for all citizens, the main transport arteries were modified over time to give public transport the highest priority.

Each of the five arteries contains one two-way lane devoted exclusively to express buses. This inner lane is flanked on either side by 1) a local access lane for cars and 2) a high-capacity one-way route for use by both cars and buses. Separating traffic types and establishing exclusive bus lanes on the city's predominant arteries helped to mold two defining characteristics of the city's transport system: a safe, reliable, and efficient bus service operating without the hazards and delays inherent to mixed-traffic bus service; and densification of development along the bus routes.

About 1,100 buses make 12,500 trips per day, serving 1.3 million passengers. Five different types of buses operate in Curitiba:

- Express buses operate exclusively on the arteries' dedicated busways.
- "Rapid" buses operate on both the arteries and on other main streets throughout the city, and their routes are changed to respond to demand. These buses stop at tube-shaped stations designed for protection from the weather and for quick bus entry and exit. They also accommodate the handicapped.
- A new "bi-articulated" bus, introduced in December, 1992, is a form of rapid bus operating on the outside high-capacity lanes. Bi-articulated buses - the largest in the world - are actually three buses attached by two articulations, and are capable of carrying 270 passengers.
- "Inter-district" buses bring passengers between the city's sectors lying between the arteries, and thus provide a crucial link between the routes of the express and bi-articulated buses.
- Finally, "feeder" buses mix with traffic on all other city streets and bring passengers to transfer stations called "District Terminals," around which local urban development and commercial activity has flourished.

Curitiba's buses are privately-owned by ten companies, managed by a quasi-public company. With this public-private collaboration, public sector concerns (e.g. safety, accessibility, and efficiency) are combined private sector goals (e.g. low maintenance and operating costs). The bus companies receive no subsidies; instead all mass transit money collected goes to a fund and companies are paid on a distance travelled basis.

Required:

- a) From the case above as development planner identify four characteristics of a good plan and show how they have been applied in promoting sustainable development for the country (8 Marks)

- b) Evaluate five merits of master plan than individual planning in development.
(5 Marks)
- c) Using Curitiba city from the case study above as an example why is physical planning a challenge in cities and urban areas in the developing countries?
(6 Marks)
- d) Identify three pros and cons of engaging in a private – public partnership
(6 Marks)

QUESTION TWO

- a) With relevant examples discuss how enabling national planning policies and legislation promote development planning? (9 Marks)
- b) Establish the relationship between poverty and environment (6 Marks)

QUESTION THREE

- (a) Distinguish between democracy and good governance. (3 Marks)
- (b) With practical illustrations, examine the characteristics of a democracy.
(12 Marks)

QUESTION FOUR

- (a) State the advantages and disadvantages of participatory planning (10 Marks)
- (b) Identify any five roles played by stakeholders in achieving program goals.
(5 Marks)

QUESTION FIVE

- a) As a County development officer explain how you will integrate the concept of development planning in gender mainstreaming to achieve the goal of eradicating poverty.
(15Marks).

QUESTION SIX

- a) Describe each of the following as used in development planning (5 Marks)
 - i. Sustainable development
 - ii. Development Planning

- iii. Physical planning
- iv. Gender issues
- v. Social insurance

b) Identify and explain the necessary principles required in putting land use proposals into practice. (10 Marks)

